



Q T C

S.O.W.P. NEWSLETTER

Adventures & Experiences of Professional Brass Pounders Around the World



MARCH 1988

VOX SECRETARIAT

QTC NEWSLETTER is the first issue of what we trust will be a regular source of communication among our members throughout the world. In looking ahead to our plans for publishing it is only proper that we also look back to the many fine publications Bill Breniman has produced for so many years. I have received many letters attesting to the enthusiastic response of our members as each new item arrived in the mails. I salute Bill and Ruth Breniman for their dedicated publishing efforts over a span of 20 years. That the hour has come for them to sit back and enjoy the efforts of a new watch is acknowledged with heartfelt regards for the sheer volume of what they contributed in the expended thousands of hours of their time and energies.

This year marks the 20th Anniversary of the founding of SOWP! As I processed the membership application of Mr. Charles Moncur, Member 4787-V of Kirriemuir, Angus, Scotland -GM4BAG, I was thinking that we could easily reach SOWP 5000 this year. Somehow, given the evident enthusiasm of our members, I believe we will reach that goal.

Yet numbers alone do not a successful organization make; I would appreciate comments on any subject which proposes to make an already good organization even better. We realize that we must publish to hold the interest of our members and I am sure that you will find the NEWSLETTER an interesting publication. Sparks Journal, Wireless Register and Directory and other publications will also be issued from time to time. We are fortunate in having two experienced writers and editors in Walt Boyd and Ted Phelps. However, they will need your input to keep the Newsletter viable.

Often we assume that our personal experiences will not hold other people's attention long enough to read an account of them. This is simply not true. Send in your letters, include photos, and if you have a flair for cartooning or illustrating, don't hide your talent under a



bushel. And if you care to write an article, excellent!

Don't feel bad if your story or letter doesn't appear in the very first issue; it may be in the next. Even if not, try again. Sooner or later something you send in will "hit the mark."

Your editors aren't looking for "The Great American Novel," just something that you did, heard, saw or want to comment about. Again, don't leave out pix and squiggles. Verse? Good verse is succinct and to the point, and quite welcome. Ham activity reports should be sent to Ted Phelps.

One very important item: If you are quoting from a printed source, please say so, and include all details about the source ...date, paper's name and address, and indicate exact quotation, using quotation marks.

Chapter news is welcome. Why not put the NEWSLETTER on your chapter news mailing list?

SOWP is a fine organization. Let's all work to make it Great in '88! There are many potential new members out there, just waiting for you to sign them up!

* * *

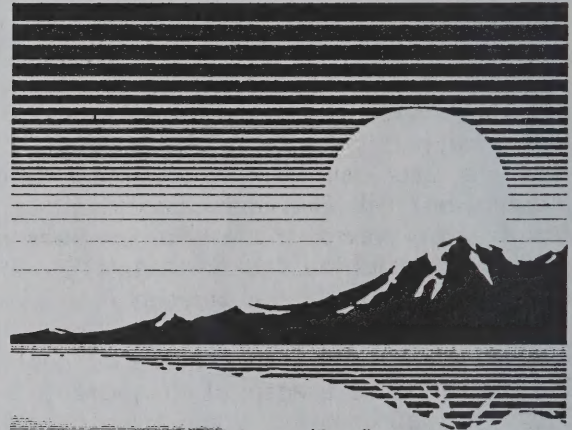
GREETINGS AND SALUTATIONS!

This is the first issue of your new SOWP membership newsletter, which your editors, Walt Boyd and Ted Phelps, have titled QTC. We hope you like it! Since it is YOUR publication, we hope that many of you will help to get it up and running.

We plan to make QTC a newsletter with a high degree of input from its readers. We therefore make a continuing request for chapter news, net activity reports, Letters to the Editor, your experiences ashore, afloat and on the air: anything you feel should be QSP to your fellow SOWP members. We plan to print regular features in each issue, such as SOWP Net Schedules, a YL-views column and others. Let us know what YOU would like to see in QTC!

We're looking for both regular and once-in-a-while contributors, folks who enjoy telling a story and seeing their own words in print. Cartoonists, serious illustrators, snapshots and UFO's welcome. We can't promise to print everything, but we'll try. So, let's all help in launching our new QTC!

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QTC NEWSLETTER SOWP

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The Society of Wireless Pioneers is a not-for-profit historical organization incorporated in the State of California.

THE YL SCENE

by Olive J. Roeckner
VE7ERA

In future issues I will be bringing you news and stories concerning YL SOWP members. We numbered 40 at my last rough count and I hope to contact each YL individually. But this column will also be about OMs and since I can't write you all, please take the initiative to drop me a line. We would like to share your interesting experiences, adventures, anecdotes --the special memories of your operating days.

Here is a little 'remembering' of those times by Ray D. Ferguson, 1091-SGP. Ray enjoys retirement with XYL Judy in Lake City, Florida. He writes:

"I, too, at one time, roamed the seven seas, first as a mere tad right out of San Francisco's Pacific Radio School, aboard the U.S. Army Transport EDGEMORE/-WXC. I was a civilian 2nd operator and the chief was an army corporal. A year and a half on that big freighter was followed by six months on WXF, the USAT Chateau Thierry. Both ships ran between New York, Honolulu and San Francisco.

"One day while in New York a letter came from the Quartermaster Corps in Washington, D.C., stating briefly that as a civilian they didn't need me anymore and I was being returned to my port of embarkation aboard the USAT St. Mehiel/WXE. WXE being a sister ship I knew just where to find the R/R as we sailed past Sandy Hook for San Francisco. As we came within calling distance of Governor's Island, three green army radio operators struggled mightily to get the 2 KW arc going on 1800 meters so they could QSO WVY. Knowing the setup better than the back of my hand, I soon had things straightened out and from there on in stood watches all the way to the Golden Gate.

"Shortly thereafter I had the good fortune to sign on with the Dollar Line and for the next six years my youthful time was divided between the President Pierce's TransPacific run (KDNV) and the Round the World Cruises of the President

Van Buren (KDHF). I was chief on both liners, and those years will always remain priceless in my memory.

"One time, on the President Pierce, we encountered quite a blow. The mate on watch phoned that the antenna was standing straight out on the port side. The big four-wire T was riding out the storm at an angle to the ship, the spreader's guy to the aftermast having carried away.

"We were three days out of Yokohama. So with such a short time from port a simple single wire (for the 1/2-KW Simpson Spark ONLY ...not the arc, WOW!) was rigged from the edge of the boatdeck across to the bridge. It worked. (What the heck... only 500 watts. It was a beautiful-sounding quenched gap transmitter. No problem clearing traffic with the big Japanese coast stations, JOC and JCS. On winter nights these two could often be heard along the Pacific coast on 600 meters, of course.)

"Arrived Yokohama, the Old Man asked me what I wanted in the way of an antenna replacement for the main one.

"The President Taft (KDRW) had always intrigued me with its single-wire T, which seemed to get them out all over the Pacific in fine shape. I thought, 'If we had a single wire too, no more problems with a huge four-wire job.' This feeling was expressed to the OM. Much against the second and third operator's advice, I left instructions to make the antenna an 'L' and, with a silvery laugh and jaunty step, I breezed down the gangway for shoreside adventures. (Since the ads had said that the radio operator was always the first ashore, I couldn't bring myself to change tradition ...hi! I hailed my favorite rickshaw and headed for town. Looking back on those days, I realize I knew from nothing, but boy, could I tango!)

"So, sailing from Yokohama for Kobe, for the first time in its illustrious career the transPacific liner President Pierce boasted a single-wire 'L'. As a result of this childish fancy, the spark transmitter dropped from 12 amps to 6 into the antenna, and from time to time the arc would send a blue flame with a cloud of smoke, a loud bang and Lord knows what else across a 15-inch bakelite radio compass switch in the shack.

"One afternoon, while steaming down the China coast from Shanghai to Hong Kong, two of the boys from the purser's office were standing just inside the shack's doorway in their beautiful white summer uniforms, shooting the breeze. Just then I fired up the arc. As I hit the key a blue flame crashed across the compass switch. The two purser lads tried to exit the door simultaneously in more than a little hurry, almost making another doorway. Laugh? Who could help but?

"You'd think I'd have known something about reactance and such, but I didn't. And of course the 'L' type was loaded with just that. If I wanted a single wire I should have used what had already been proven on the Taft. Looking back on those Golden Days when, by the Grace of God, I was a Chief Radio Officer, I was lucky not to have swung from the yardarm for such a stupid idea.

"Both the St. Mehiel and Chateau Thierry, with 2 KW arcs, had 8-wire antennas. They were 'T's and, believe me, they soaked up the RF without a whimper. I often think how easy it would have been to have put up an 8-wire T that day at the Yokohama dock. An antenna like that, tied to a 5 KW arc would have resulted in just about a pipeline between Manila and San Francisco. Oh, I goofed alright ...- fortunately, of all my adventures, that was the only dumb thing I ever did (!).

"Details of that infamous single-wire antenna might be of interest: The OM ordered the wire shoreside in Yokohama. As the sailors stretched it along the promenade I saw it was pencil-size and stranded. Four of those wires were braided into one long length, and that became the antenna. Due to the heavy output of those 5 KW arcs, the end insulator between antenna and mast was about 5 feet long and 10 inches around, with a large corona shield at each end. The antenna ammeter was shunted; even so, it read 35 amps into the antenna.

"Imagine turning a kid like me loose with all that power. That 'L' must have set all kinds of SWR records!"

* * * * *

Ursula M. Sadler, SOWP 4604V, ISC 147, VP2MT, writes from Montserrat, West Indies:

"...Very many thanks for the Beacon which I received upon my return from the U.K. in October. As usual I found it most interesting. The article "Incredible Coincidence" (by ISC member George Wedemeyer) was fascinating, but that is the way things do happen.

"You have asked Norma (Vanderhoff, W3CG) and I to give you a little bit of info on how we became interested in Radio. Well, for me it started at a very early age when my Mother helped to run a "Brownie" or Girl Scout Cub Pack. The Pack was keen on semaphore. We used to give demonstrations of it to music. To this day, the tune and semaphore go together, although I am a little rusty on all the letters.

"I graduated to the Girl Guides -or Girl Scouts as you say in the States- and there learned the Morse code. My friends and I used to send it by torch (flashlight) across the road from one house to another. We usually finished by opening the window and shouting 'Hi!'

"During the early part of World War II, I joined the 'Junior Air Corps' in the U.K. At this time we had RAF instructors to teach us Morse. I really wanted to go to the Wireless College at Colwyn Bay and learn a great deal more about radio, but my parents said this was not for girls. So when I heard that the Womens' Transport Service (First Aid, Nursing and Yeomanry) were looking for CW operators, I volunteered and made the grade. We were attached to the Royal Corps of Signals, but were a special group working for Special Operations Executive, similar to your OSS. I was based at a home station in the U.K. and loved every minute of it.

"After the war I could have obtained my 'G' call, but again, I did not realize that YLs were into radio, so I did not bother. Then I got involved in running a home and having two children to bring up, so that kept me fully occupied. However, I never lost my interest in radio and often would put my receiver on and try to find some Morse. On one of our trips to the U.K. from Bermuda where we were now living, I managed to worm my way into the

Radio Cabin on board our ship - perhaps I had better not say which one -and I found I could still manage to copy a fair bit of the text.

"When we came to live in Montserrat, at an exhibition at the Agricultural Station, there was a radio station working. I learned that they would be running a course for a ham license. I applied, took the course and got my VP2MDY call. I am an active member of the radio club here, having been secretary/treasurer for a number of years and part of the disaster-prepared team. Fortunately, we've had no disasters so far.

"I had been trying to obtain a 'G' license -as this is a British colony- but they would not give me one unless I took their City and a Guilds Radio Amateur Examination. I did take the Morse test when we were in the U.K. in 1986. Then I worked at home to get ready to take my RAE last May. Fortunately, I passed and obtained my 'G' call just before we went to the U.K. in September. Now I am GØIHM and I'm very pleased about that.

"I'm very active on the air, every day in fact, but try as I may, I do not seem able to hear the (80m) net on Mondays at 1900 Central Time which is 9 p.m. my (Atlantic Standard) time.... Our clocks do not alter (for daylight saving time) but I will keep trying and one day if I get the crystals for my Drake or another rig with 160m already installed, I will try for that band, too.

"I have marked my calendar for December 16, 17 and I hope to meet many SOWP members on the bands then. I heard from Sy, W4IKU/6, who gave me the times, frequencies and days for the (TRANSCON) CW nets on 14,115 kHz. at 10 a.m. EST (Tuesday and Thursday with W1HRQ and W8CCN as NCS). I tried to find it, but SSB QRM just made it impossible. I'll keep trying.

"All the very best to you; 73/88.

"/s/ Ursula, VP2MDY, GØIHM"



SHIPMATES - "AHOY!"

Some recent communicating and monitoring on the amateur bands as well as checking logs, reveals that several SOWP members are active afloat or have very recently retired as maritime Radio Officers or Radio Electronics Officers. Here is our incomplete list:

- ** R. David Smallwood, SOWP 4264-M, N4HS, M/V SEALAND VENTURE/KLJH.
- ** Ben Russell, SOWP 1853-V, N6SL, M/V SEA VENTURE/WJMV.
- ** David Riley, SOWP 4150-M, AA1A, M/V SEA VENTURE/WJMV.
- ** Michael V. Zbrozek, SOWP 3581-M, K8XF, M/V EXXON BATON ROUGE
- ** Paul L. Schmidt, SOWP 1413-P, on various California-Alaska tankers.
- ** Johannes J. Flipse, (Joe) SOWP 3942-M, SM6LQG, M/T SOFIE (Swedish).
- ** James G. Watts, SOWP 1005-M, W4ROM, S/S MARINE DUVAL.
- ** John F. Lally, SOWP 3043-V, W1HDC, T/S STATE OF MAINE.
- ** Sam Margolis, SOWP 1326-P, W2ERU, various relief assignments.
- ** Ken Berg, SOWP 4451-M, VE7KEN, M/V STARDANCER/C6CP
- ** Nat Schmulenson, SOWP 2977-V, W9IGA, (ship QRA not available).

If your name belongs here with these mentioned, please let us hear from you.

* * *

"...Concerning the great amount of rainfall associated with southeastern Alaska, where it is not unusual for cruise ship passengers to see rain every day, George Reifenstein told a story of one lady passenger: As she disembarked one day in Ketchikan, she walked up to a small boy and asked whether it ever stops raining there. The young man replied, 'Don't ask me, lady, I'm only eight years old.'..." --from National Capital Area newsletter.

* * *

SOWP QSO ROUNDUP

COMMENT FROM MEMBERS

"...It sure sounded like a great party with lots of participants. I heard a lot of calls not in my SOWP callbook, so guess we've acquired a lot of new members --good!

"Tho I heard many stations on several bands, I couldn't contact many, as the antenna restrictions here in the Park where I live don't give me much leeway in getting up an effective one. I did manage a few contacts, tho, and have sent my log to W4HU primarily to help verify contacts that the really active ones will report.

"Thanks for the notice of the Party. Happy Holidays to you and yours.

"-73 /s/ Jim Webster, SOWP 2062-P, W6WZX, Salem, Oregon."

* * *

"Another QSO party has (become) history. I believe it was as good as the last one, with the exception that we were having a lot of rain with accompanying 'rain static' which killed all sigs for some periods. However, I made enough contacts to get on some list, I hope.

"As usual, Hank, W1HRQ, was the top signal at this location, all day: S9+ signals. I asked him if he had a 5kw output. He replied that (the "hot") signal was because of his two 100ft. masts, plus being right on the ocean's edge! Anyway, his was far and away the outstanding signal, from a good operator, as well!

"It was a lot of fun - and work! ... digging out the signals. ...reminded me of 600 meters on the North Atlantic, approaching New York or Lands End, England.

"I sure missed hearing W5NW, W6AM and Heinie Meyers, W6MLZ. I had QSO'd them and knew them in person many years.

"A number of my contacts remarked about my low SOWP number 10. It does seem strange that almost no other low num-

bered members seem to be operating. I know that (some) have passed on and many are in old peoples' homes, but I felt rather lonesome among all the high membership numbers.

"I had a nice landline QSO with Bill Breniman just before Thanksgiving, talking over old times. You know, Bill and I sailed out of San Francisco in the early 1920's together, so we have a lot in common and have kept in touch through these many years. His years and my 85 have kept us going. I never knew anyone who could do such a tremendous job of keeping several magazines, bulletins and all the other parts of this organization going. He also was editor and publisher of a magazine for CAA people. I'm glad I have known Bill Breniman all these years.

"Our old seagoing days are gone, but not forgotten. Christmas Greetings, Ted."

73 -/s/ Jim Caldwell, SOWP 10-SGP, W7TCQ.

* * *

MEASURE YOUR ANTENNA MAST?

Justin Wilson, the Cajun cooking expert on public TV describes an encounter he had not too long ago:

"I was drivin' to meet someone. On the way I spotted a group of Cajuns really strugglin' to hold a large telephone pole upright. They were workin' real hard! One of them had a tape measure.

"I got out of my car and asked, 'What in tarnation are you doin?'

"Tryin' to measure this dang pole,' said the head man.

"Why don't you jest lay him down and measure how long he is?' I inquired.

"We know how LONG he is,' said the boss. 'We wanta find out how TALL he is!'"

* * *

Here is a report from the SOWP Annual QSO Party held December 16, 1987, from Awards VP John Swafford, W4HU:

One hundred logs were received. The top performer was Hank Warner, SOWP 2606 W1HRQ, Kennebunkport, Maine, who had 172 contacts and repeated his first-place performance for the third consecutive year. In second place was George Mayer, SOWP 4659, KP4BJ, San Juan, P.R., 137 QSO's. George Wise, SOWP 3930, W7MB, Portland, Oregon, placed third with 136 points. Each will receive a plaque to record performance. Certificates will be sent to the next 25 point- scorers. Our congratulations to all who took part in the Roundup, which we believe is more a reunion of friends than just a contest.

Four SOWP YL members participated: Olive Roeckner, SOWP 2891, VE7ERA; Esther Fross, SOWP 3375, KA4IFF; Ursula Sadler, SOWP 4604, VP2MDY (now VP2MT); Anny Schwager, SOWP 3010, DF2SL.

In addition to the two DX ladies, three OM's reported in from overseas: Jules Beaudoin, SOWP 670, 5Z4JB, Nairobi, Kenya; Hans Buehler, SOWP 3028, HB9XJ, Zurich, Switzerland; Otto Ringheim, SM5HV/HK7 SOWP 670, operating from Colombia.

Your QSO Roundup committee thanks each and every member who joined in! and: - -
- stand by for our 1988 Roundup!

* * *

"I recently received my Dec 1/87 issue of the Sparks Journal. While we'll all be sorry to see Bill Breniman moving somewhat to the background, he turns the Watch over to good hands. I've enjoyed all of the Sparks Journals that have come my way since joining up, and he would be pleased to know that they've been circulated to many of my inland mariner friends. Many thanks, Bill, for all of the enjoyment you've given us over the years!"

--E.W. Smith, 3003-V, VE6NM

(E.W. Smith reports that Maurice "Moe" Lynn, VE6BLY, monthly columnist for QRP Topics in "The Canadian Amateur" magazine, is recuperating from a very serious motorbike accident. E.W. suggests that Moe would appreciate cards and letters from Hams and SOWP's. --Ed.)

* * *

W1NJM BECOMES SOWP MEMBER

George Hart, W1NJM, who conducts the SOWP-sponsored High Speed Code Practice program, has become member TA-267 of the Society. Our readers will recall that George runs this program twice weekly on Sunday and Wednesday evenings, Eastern Time (Mondays and Thursdays at 0130 UTC).

Welcome aboard, George! We very much appreciate your dedication in presenting your excellent CW broadcasts. They help keep that mode alive and well in 1988! For those who may not remember, George Hart began high speed CW practice sessions in 1959 under auspices of the Connecticut Wireless Association.

At the beginning of the Wednesday evening, January 20, 1988, broadcast George said, "Because of the sad passing of N4KB, his call will no longer be used, but the code practice program will continue as usual..."

The Society of Wireless Pioneers extends its sympathies to the Hart family in the loss of Ed, George's brother. Ed's station and call sign, N4KB, had been used to transmit the high speed practice sessions from Florida from December through April. The program will be continued from W1NJM/4.

* * *

HIGH SPEED CODE PRACTICE SCHEDULES

George Hart, W1NJM, regularly conducts high speed code practice and certification tests sponsored by SOWP throughout the year on Monday and Thursday at 0130 UTC (Sunday and Wednesday Eastern Time) on 3523 and 7023 kHz. From December thru April, the schedule is maintained from W1NJM/4. Certification tests are held on the third Monday of May and November. Speeds on the practice runs are from 20 to 65 wpm in various increments, decrements and sequences as announced by W1NJM. Speeds for the certification tests are from 40 through 65 wpm in 5 wpm steps. W. Conley Smith, K6DYX, gives certification tests at the same time as W1NJM on 3520 and 7020 kHz, and at the same speeds. Smitty, however, no longer conducts practice runs. Attractive SOWP certificates are awarded to successful participants.

1987

SOWP QSO ROUNDUP

SOWP	SURNAME/CALL	CITY	ST	CTS
670	Beaudoin 5Z4JB	APD NY	FY	5
4053	Nordquist SM7BDB	S-U393 58 Kalmar	SWEDEN	6
3674	Scull N4KTW	ST Ptsbrg	FL	6
172	Drozdiak W6LDO	San Jose	CA	7
2059	McLauchlan VE7DOL	Crofton	BC	7
3924	Miller K2GCE	Freeport	NY	7
262	Conrdr-Ebrln WA7CJV	Seattle	WA	8
3028	Buehler HB9XJ	8050 Zurich	SWITZ	9
2476	Quiggle WA3UNX	Erie	PA	10
3010	Schwager DF2SL	7918 Illertissen	SOK-T15	11
3967	Goldberg W3TLV	Margate	FL	11
3117	Hall K2LP	Eastham	MA	12
4313	Fenton NM7Q	Warrenton	OR	12
617	Schantz W3FYD	Ft Washington	PA	12
2591	Miller K2FD	Perth Amboy	NJ	12
4325	Kleppin W9DBO	Streator	IL	13
4336	McNally KA1LJO	Florence	MA	13
1139	Disper K6DD	Upland	CA	14
2099	Forsyth K4VS	Warne	NC	15
1379	Schuthe VE3DMC	Ottawa	ONT	15
4680	Swihart NX8Z	Upper Sandusky	OH	15
3466	Sadler W6SFW	San Francisco	CA	16
632	Daily W6KZJ	San Carlos	CA	16
2062	Webster W6WZX	Salem	OR	16
3235	Patacchiola W1MCG	Arlington	MA	17
3166	Gould N6GM/KL7	Anchorage	AK	17
2595	Hammes VE4R	Weaverville	NC	18
2581	Kelleher W4ZC	Silver Spring	MD	20
3691	Strahon KM7T	Eugene	OR	20
4697	Lane AD7T	Florence	OR	21
2918	Emery K1RIF	Amherst	MA	21
2737	DeCoursey N4BZL	Arlington	VA	21
753	Yuricek W3MAM	Brackenridge	PA	22
4543	Neiberline KA8YBG/7	Why	AZ	22
4094	Comer K6JV	Mountain View	CA	22
3212	Gillett W5ENI	Mayhill	NM	22
4733	Favre W3PEV	Rockville	MD	22
10	Caldwell W7TOG	Tucson	AZ	22
2242	Miles W5HE	Houston	TX	23
3343	Holzknicht W6RVY	Mountain View	CA	24
4273	Davidson KS7P	Portland	OR	25
4288	Etheridge Jr K4IX	Norfolk	VA	25
2382	Parker N4JTZ	Miami	FL	26
613	Korf K2IC	Lincroft	NJ	26
3812	Bruce W7ER	Scottsdale	AZ	29
1156	Courtney K4HDV	Bradenton	FL	30
4031	Linder W1ACL	Braintree	MA	31
3847	Peters N6FZE	Santa Rosa	CA	31
3014	Hansell W4ODD	Wichita	KS	34
2781	Jordan W4UM	Harpers Ferry	WV	35
3741	Didrick W6NCK	San Pedro	CA	36
783	Swafford W4HU	Arlington	VA	39
4604	Sadler VP2MDY	Plymouth	MI serrat	42
801	Closs W8CSO	Grand Haven	MI	43
2785	Conly N6VT	Sunnyvale	CA	43
2714	Eckersley WB7PCQ	Reedsport	OR	44
4116	Sanders W6EGX	Carmichael	CA	45
3879	Emery W04C	Melbourne	FL	45
4759	Keon WA4IHO	Burgaw	NC	46
4662	Nunley KB6MCK	Sunland	CA	47
4656	Conley W8CZR	Van Wert	OH	47
2991	Simms W5RM	Santa Fe	NM	47
2262	Nagley K4AHS	Falls Church	VA	48
4628	Skough N7HID	Kingman	AZ	50
TA59	Haymond W8CCN	Fairmont	WV	50
881	Phelps W8TP	Columbus	OH	50

SOWP	SURNAME/CALL	CITY	ST	CTS
1704	Lucchi W6NMN	Phoenix	AZ	51
717	Quereau W0BY	Boulder	CO	52
784	Willmot K4TF	Merritt Island	FL	52
3911	Hrutky W6EJB	Clearlake	CA	54
3375	Frost KA4IFF	Lakeland	FL	56
2195	Dane W6WQW	Livermore	CA	60
1140	Vasicak W9ZEN	Oglesby	IL	60
444	Britton W7MN	St Helens	OR	61
2677	Stevenson WB9UAD/6	Winchester	MA	65
1852	Stuber N4KS	Tahoe City	CA	68
2131	Magness K4IY	Ocala	FL	69
3109	Brehm AE2L	Rose Hill	NC	71
3760	Biesendorfer W9HBI	Bourbonnais	IL	74
2226	Killen VE3AK	Stel602 Watrloo	ONT	75
1684	Hahn W3LC	Philadelphia	PA	80
2407	Newbold W6MMG	Belmont	CA	81
3612	Jackson W6HP	Phoenix	AZ	84
2356	McGraw W2LYH	Riverhead	NY	86
3908	Watson W1NV	Boothbay	ME	88
4281	Neal W7WH	Joshua Tree	CA	92
2617	Friel Jr W3FU	Annapolis Jnctn	MD	93
2891	Roeckner VE7ERA	Kaslo	BC	97
4427	Gunja N0FMR	Kansas City	KS	98
4042	Edwards W6MCV	Bullhead City	AZ	102
1563	Andrews W5PV	Russellville	AR	104
4456	Durheim N0DTN	Thief Rvr Falls	MN	108
2927	Stephens KA4BIJ	Tampa	FL	110
3344	Goodwin NC3F	Crownsville	MD	116
2500	Mehrling W4NH	Fairfax	VA	125
1001	McKinney W0AP	Grand Island	NE	133
3370	Glass K6RG	Los Gatos	CA	135
3930	Wise W7MB	Portland	OR	136
4659	Mayer KP4BJ	San Juan	PR	137
2606	Warner W1HRQ	Kennebunkport	ME	172



Paul Dane sent the following item for general interest. It is excerpted from the Tri-Valley, Calif. HERALD, January 11, 1988:

150th ANNIVERSARY OF THE TELEGRAPH

Commemorating the occasion of the first public demonstration of the telegraph, on January 11th some 30 ham radio operators converged upon the factory where Samuel F.B. Morse's telegraph made the historic landline transmission. The factory is located on a 7.5-acre estate known as Historic Speedwell, in New Jersey.

The ham conclave was part of a year-long series of events to spark public awareness of the contribution to technological progress made by the telegraph. According to historians, the message flashed down the wires in Morse Code was "RAILROAD CARS JUST ARRIVED 345 PASSENGERS."

* * *

SOWP NETS/1987

SOWP members should all know about this popular activity. It helps keep us together and fosters other happenings, including Chapter meetings, luncheons and our annual QSO Roundup, to name a few. We need YOUR input! Send it to Ted Phelps, W8TP, VP Communications-SOWP, 6289 Olde Orchard Dr., Columbus, OH., 43213.

SOUTHEASTERN CW NET REPORT - by Bill Willmot, SOWP 784-V, K4TF, Net Control Station.

Overall, calendar year 1987 was very successful for the Sou'Eastern CW Net. We meet every Sunday at 2:00 PM (Florida time) on 7055 kHz as we have for the past 15 years. Although there were times during the year when SSB chatter from "south of the border" was quite fierce, member stations have "hung in there." It appears that perseverance may be the answer, because, sooner or later, the interference goes away and we have a clear frequency.

The Southeastern net is blessed with a large number of regular checkins, who seldom miss a net schedule. There is an additional large number, who, because of travel or other commitments, may miss a few sessions, but they check in whenever possible and are considered "regulars." We have one husband-and-wife team, Floyd (W4NFI) and El (W4CQL) Hermanson, who are among our dedicated members.

During 1987, our net had checkins from Maine, New York, New Jersey, Pennsylvania, Ohio, Michigan, West Virginia, Virginia, Tennessee, Kentucky, Maryland, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Texas and Oklahoma. Dave Smallwood, N4HS, one of our current ocean-going ops, checks in whenever he is within propagation range of the net. Overall, 55 stations checked in during 1987, including stations from Puerto Rico and Montserrat.

A great deal of credit for the success of this net belongs to Dan Courtney, K4HDV, who has backed up the net as alternate net control station (NCS). Dan is always there when he is needed.

Judging from member reports, one of the things that makes our net successful is the weekly Net Bulletin, which consists of tidbits of information relating to radio, electronics and maritime subjects.

We invite all SOWP members to tune us in and join us on the net whenever possible. We guarantee a hearty welcome.

* * *

HANK WARNER, W1HRQ, sent in the following summary for the five nets he served as NCS in 1987:

1. TUESDAY: TRANSCON II - 14,115 kHz., 47 sessions, 842 check-ins; average 18, highest 25, lowest 11.
2. THURSDAY: (Oscar Harrison) TRANSCON - 14,115 kHz., 48 sessions, 838 checkins; average 17, highest 26, lowest 11.
(Tom Haymond, W8CCN, served as ANCS on both TRANSCON nets.)
3. SATURDAY: YANKEE/EAST COAST - 7040 kHz., 47 sessions, 532 checkins; average 11, highest 23, lowest 6.
4. FRIDAY: OOTC Net - 14,115 kHz. Average number of checkins: 20. Ninety percent are SOWP members. For the most part, this is the TRANSCON group.
5. MONDAY: FAA Net - 14,065 kHz. at 1215 Eastern Time (I am ANCS, filling in when Em Mehrling, W4NH, is away.) We have an average of 7 checkins and about half are SOWP members.

* * *

CAPITAL AREA SATURDAY CW NET:

This net, one of the most popular in our SOWP system, holds forth each Saturday at 0900 Eastern Time. It held 52 sessions in 1987, most of them presided over by Em Mehrling, W4NH. ANCS assistance was furnished by John Swafford, W4HU and Jack Kelleher, W4ZC, on the few Saturdays when Em was not available. At least 8 stations check in for every session and sometimes there are 10 or more on hand.

We're happy to report that NCS Em, who had surgery for a heart problem on January 28, 1988, is recovering nicely,

but had to miss watching his Washington Redskins Superbowl XXII performance. Our very best to you, Em! We're waiting for you to resume those fine sigs on Saturday and on your other nets! Hurry back, but take it easy, too.

* * *

INLAND SEAS NETS:

SOWP's Inland Seas Chapter XIV sponsors two regular nets on Monday evenings: 80-meters at 1900 CST on 3,555 kHz. and 160 meters at 2000 CST on 1,815 kHz.

The 80-meter group held 40 sessions in 1987, averaging five with a maximum of ten checkins. Ted Phelps, W8TP, is NCS and had fine ANCS support from Bob Ballantine, W8ISU, Larry Pettengill, WA8HGH, and Art Schermerhorn, W8FEC, last year.

Our 160-meter net runs from October through May. It held 29 sessions in 1987, with checkins averaging five. Maximum QNI was ten. The net is chaired by Ted, W8TP, who had ANCS help from Em, W4NH and Jack, W4ZC.

A third net, on 40 meters, is now being tried on Monday nights. It may adopt a regular schedule by the time this item is published. Operating frequency is about 7,040 kHz., with QRM a regular accompaniment.

Last year's efforts included trial of a TRANSCON-30 net in the 10 mHz. band. It held 19 sessions, some of which had 8 checkins. Most schedules, however, were plagued with rapidly changing band conditions as propagation swung from good to poor. The net trial was dropped in May, 1987. NCS duties were shared by W8TP, N6SL, K2IC, W6OD AND W1HRQ. A 30-meter net may be tried again, assuming favorable conditions. Your suggestions are requested!

* * *

SWISS EDELWEISS NET - A Mini Report:

When he sent in his log sheet for our December, 1987 QSO Roundup, Edelweiss Net NCS Hans Buehler, HB9XJ, included a reminder about his net's regular schedule.

Your reporter thought it might be worth trying to checkin with our European colleagues. So, on Sunday morning, Jan. 24, 1988, at 0915 UTC, (1015 Swiss Time) we were awake, listening for the net checkins on 7,027 kHz. Hans was there, right on schedule. At the appropriate moment, W8TP called HB9XJ. Surprise! We were heard, and received a 4-4-9 report. We were hearing Hans a bit better, well enough to pass an Ohio weather report and collective "best wishes for the New Year" to Harald, HB9BYO, Fred, DJ0OS, Paul, HB9ZV and Eric, HB9CHE - all via QSP by Hans. It was a net well worth joining! "Danke, sehr, meine Freunde!"

* * *

Our Jack Binns Chapter Sec.-Treas. and spokesman, Don Newman, W7CO, Seattle, WA., sent the following to W8TP:

"...Thought maybe it would be a good idea to let you know that the gang is still alive out here. We meet in April and October...Portland's 30 meets four times a year. It's a rather loosely knit group - no dues. In Seattle, we also have no dues but collect for postage at our meetings. The Portland, OR. bunch has no officers either, but notices are handled by George Wise, W7MB, an old friend of mine. He was with Mackay Radio as serviceman in Portland.

"I was with RCA on the waterfront here (Seattle), Alaska, Portland and in SF for seven years. Retired in 1974. Still have my own business on the Seattle waterfront, selling and fixing all the gear on any ship. I'm only 75, but a Skipper said the other day when I went up the mast to fix a radar, '...you're the only one who goes up. All the transistorized yuppies who come aboard now are unable to go higher than a bar stool!"

"At our Chapter meeting last October, John Dudley, W7ITJ, gave a fine slide show, starting with an Encyclopedia of Wireless of 1911, depicting the progress of wireless from the days before the coherer, through spark and arc, up to the present day. W7CO passed around pictures showing Art Erickson, W1NF, with his coherer from 1902. We also had a photo of the communications console on the container ship, SEA-LAND ANCHORAGE, one of the

newest vessels in the American merchant marine, built at Sturgeon Bay, Wisconsin. She is 760 feet long and carries about 900 containers. Two more are on the way, the SEALAND TACOMA and SEA-LAND KODIAK. They will be on the Puget Sound to Anchorage and Kodiak run which takes about 10 days for a round trip.

"These ships have the latest ITT consoles. Practically all communication is via SITOR or satellite, with VHF used for navigation. An eight-hour manned watch on 500 kHz. is required daily, plus 16 hours by auto alarm. There is a movement afoot to remove the Radio Officer from some ships and this has already been done on some tankers...(See other stories in this issue. -Ed)

"We owe a tremendous debt of gratitude to John Dudley for his many hours and considerable expense given to the preparation of all his slide shows. They have been excellent."

* * *

One of our overseas members, Henk Orie, 4312-M, PA3DSM, wrote from The Hague, Netherlands, 23 January, 1988, to W8TP, as follows:

"...The problem overseas members have is that the SOWP net schedules are in (U.S. local) times and not in UTC.

"UTC time is used by amateurs all over the world. This is the time they have on their clocks in their shacks!

"So please mention the times in the schedule in UTC!

"The info about the SOWP CW Roundup came much too late. Newsletter arrived here January 20th, (after about 5 weeks). It was sent from the USA December 9th... "Best 73's from Holland... /s/ Henk"

And W8TP replied: Many thanks for your note, Henk!. The SOWP net schedules have been printed using local time zones for several years. I agree that UTC is indeed used by many or most amateurs throughout the world. I have both clocks in my own shack. Listing some of our night-time USA nets in UTC would, of course, show them for the next following day.

Let's hear what some other members have to say...and we will do what most would like, I assure you, Henk! And thanks for that fine QSL card with the picture of the Italian Royal Cruiser "Carlo Alberto", Marconi's ship for sea-to-shore wireless trials in 1902. --73, Ted, W8TP.

* * *

ON OUR PACIFIC COAST -Richard Johnstone-NET for Friday, Feb. 6, 1988 at 0400 UTC, (Thursday night Feb. 5, 1988 at 2000 Pacific Time) we had as "guest operators" our Skipper, Bill Breniman and SOWP Treasurer, Loren DeMerritt, W6EAS, listening to the net proceedings chaired by Chuck Coleman, K6ZUR. Bill, who celebrated his 87th birthday, February 6, and Loren, were guests at Bob Shrader's station, W6BNB, in Sebastopol, CA. Stations checking into the net all sent "Happy Birthday" wishes to Skipper Bill.

* * *

SOWP'S PACIFIC SOUTHWEST CHAPTER IX announces that it will host a Prime Rib luncheon on Saturday, April 16, 1988 in Phoenix, Arizona. A tape and slide presentation entitled "Portrait of a Pioneer", a story centered around the life and career of Elmo Pickerill, will be shown. All SOWP members who may be in the Phoenix area are cordially invited to attend. For details, call Chapter Director Bill Jackson at (602) 849-9411.

* * *

(Don deNeuf forwarded an item from the "Proceedings" of the Radio Club of America for March, 1976. Mention therein of a 5-Star Citation presented to William Eitel, WA7LRU for having been "...able to receive and intelligently reply to International Code sent at 80 wpm" astonished your editor that anyone had ever beaten Ted McElroy (73 wpm). I'll have to put this bit of info in the "Things I never knew 'till now, but which you knew all along" file. --WB, Ed.)

* * *

SOWP NETS & SCHEDULES

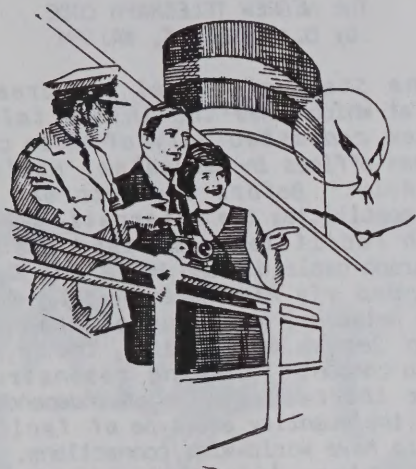
EFFECTIVE: FEBRUARY 15, 1988

NET NAME	DAY	TIME	TZ	FREQ.	NCS	ANCS
TRANS-CONTINENTAL (Oscar Harrison)	THU	1000	E	14115	W1HRQ-Hank	W8CCN-Tom
TRANS-CONTINENTAL II	TUE	1000	E	14115	W1HRQ-Hank	W8CCN-Tom
TRANS-CONTINENTAL/30	(Discontinued [10125] until further notice)					
VANCOUVER B.C. (Mobile Visitors)	Daily	0915- 1000	P	147.54 FM	VE7AAT-Art	VE7YL- Elizabeth
TRANS-PACIFIC	THU	2100	P	14010		W6EB-Elmer
VK3DGC Net	Daily	0700	Z	14055	PA0GL-Cor	
PICKERILL	MON	0900	E	3670	W3FYD-Jack	K2IC-Earl
"	Start MON	1000	E	FM 146.97	W2EEQ-Russ	(Mt. Carmel)
"	QSY "	"	"	FM 145.135	(Don Masten Memorial Net)	
"	SAT	1000	E	3670	W3FYD-Jack	K2IC-Earl
"	(SSB) SUN	1400	E	3913	K2IC-Earl	K3AGT-Tom
SOUTHEASTERN	SUN	1400	E	7055	K4TF-Bill	K4HDV-Dan
SOUTHWESTERN	TUE	0830	M	7055	W6HDP-Bill	
	WED	1900	M	3555	W6HDP-Bill	
RICHARD JOHNSTONE (No)	THU	2000	P	3555	NCS rotates weekly-W6BNB-	
(Pacific Coast) (So.)	FRI	1530	P	7084	Bob; N6FZE-Pete;	K6ZUR-
-Suspend Operation June to September-						
HAPPY HOUR (No. Calif)	M-F	1700	P	3947.5	W6BFU-Jess	W6TQU-Hap
(SSB) (So. Calif)	M-F	1630	P	3947.5	W6UBM-Al	K6AAG-Robbie
YANKEE/EAST COAST	SAT	0930	E	7040	W1HRQ-Hank	
CAPITAL AREA	SAT	0900	E	3665	W4NH-Em	W4HU-John
	(SSB) TUE	1000	E	3966	W4NH-Em	W4HU-John
JACK BINNS (Nov-Feb)	TUE	1700	P	3555	VE7CHE-Ted	WA7CJV-Viggo
" (Mar-Oct)	"	2000	P	"	"	"
INLAND SEAS	MON	1800	C	7040	W8TP-Ted	ANCS needed
	MON	1900	C	3555	W8TP-Ted	ANCS needed
	(40m & 80m	Suspend operation July & August; Resume Sept 5)				
(160m [Oct.-May]	MON	2000	C	1815	W8TP-Ted	>Resumes Oct. 10)
SWISS (Edelweiss)	SUN	1015	L**	7027	HB9XJ-Hans	HB9BYO-Harald
**Local Swiss Time						
GONZALES	WED	2030	P	3520	VE7DBJ-Dave	VE7ZH-Len

- HIGH SPEED CODE PRACTICE SCHEDULES -

George Hart, W1NJM, regularly conducts high speed practice and certification tests sponsored by SOWP throughout the year on Monday and Thursday at 0130 UTC (Sunday and Wednesday Eastern Time) on 3523 and 7023 kHz. From December thru April, the schedule is maintained from W1NJM/4. Certification tests are held on the third Monday of May and November. On the practice runs, speeds are from 20-65 wpm in various increments, decrements and sequences as announced by W1NJM. Speeds for the certification tests are from 40 through 65 wpm in 5 wpm steps. W. Conley Smith, K6DYX, gives certification tests at the same time as W1NJM on 3520 and 7020 khz. and at the same speeds. Smitty, however, no longer conducts practice runs. Attractive SOWP certificates are awarded to successful participants.

NOTE: Send changes/corrections to T. K. Phelps, VP Communications, SOWP, W8TP, 6289 Olde Orchard Dr., Columbus, OH. 43213 USA. Tel: 614-866-6289.



THE TITANIC - A DIVER'S EYE VIEW
By T.K. Phelps, SOWP 881-P, W8TP

Last year, your reporter attended a slide and movie film presentation by Martin Bowen, of the Woods Hole Oceanographic Institute (near Cape Cod, Massachusetts,) at Ohio State University, Columbus, Ohio.

The meeting, sponsored by "Buckeye Divers," a group of central Ohio amateur underwater enthusiasts, featured its 8th Annual Underwater Film Festival. Mr. Bowen made the main presentation, "Operation Titanic, 1986."

The speaker, a professional at Woods Hole, reported his experiences as a member of the 1985 and 1986 expeditions to the site where the Titanic sank in April, 1912. The 1986 command ship, USS Atlantis, was on station over the wreck site for twelve days in July, 1986, during which eleven 12,500-foot dives were made. Bowen made six dives as one of three crew members of the research submarine, Alvin. He worked under the direction of Dr. Robert Ballard, expedition leader.

He described the 1985 expedition ship, USS Knorr, as "a big one, 300 feet long, without conventional propellers at her stern. Instead, she has two 'egg-beater pulsers' on her underside so that she can maneuver in any direction, sometimes to the surprise of longshoremen."

Sea-Bottom Mountains

Mr. Bowen said that the Institute at Woods Hole gets its primary support from the U.S. Navy since Alvin and the newly developed robot undersea camera vehicle "Jason, Jr." were built mainly for exploration of the floor of the world's oceans. One of his slides was a drawing of a relatively small undersea camera vehicle navigating through a "mountain range" at the bottom of the Atlantic, near where the Titanic rests.

The speaker presented a "walk-through" of a typical dive made from the expedition ship Atlantis. Dives typically begin at 8:30 a.m., when Alvin, with Jason, Jr. safely tucked into its "garage" on the bow end of the submarine, is lowered over the Atlan-

tis' stern. Then begins a two-and-one-half hour controlled descent.

"We are on our own in Alvin. The three of us soon lose contact with the reality of our big ship up on the surface. We listen to classical music over an excellent stereo and sometimes we nap. We are, of course, always in touch with Atlantis by underwater wireless telephone.

"When we reach the ocean floor, we maneuver toward the wreck. Our sonar helps, but when we approach the Titanic we need our searchlights. There she is, just ahead - a big, black wall looming out of the darkness. On one dive, I spotted a man's shoe drifting along in the current. That was an almost unreal thing to see. (Reporter's Note: This part of the slide and film show was deeply, personally emotional.)

Caulking Survives

Bowen continued: "Today I am the pilot of Jason, Jr. She is fastened to Alvin by a yellow tether 'umbilical'. We move up the side of Titanic and settle Alvin on the foredeck. We do that very carefully, because most of the deck and other wooden surfaces have been eaten away by microscopic borers. Very little wood is left but the caulking between the planks appears to be intact.

"We were able to maneuver 'JJ' over the bow section of Titanic. We have many drawings and photos to help us. We looked into portholes. The glass in many is still unbroken. The brass rims of porthole covers looks as though it is surviving the sea much better than the ship's iron and steel. We estimate that Titanic, in her present state, has about another 200 years to go. After that, she will be unrecognizable - just part of the vast ocean bottom.

"We took 'JJ' inside the ship and down the grand staircase. We thought we might send him farther below decks, but when the robot's tether seemed like it would get caught, Dr. Ballard ordered that maneuver stopped. But 'JJ' was our video eyes. He allowed us to have closeup views of thousands of those 'rusticles' you have seen on TV. They are huge colonies of bacteria that surround the decay-



ing metal of Titanic's hull. And they are constantly moving - there is enough ocean current at the bottom so that the rusticles move and sway like the foliage of a willow tree.

"After three hours of exploring, it's time for us to go home, back up to Atlantis. So we repeat the 2-1/2 hour ride up from the depths. Alvin is designed for a maximum depth of 13,100 feet. She can stay below eight days, but we would do that only in emergency. Alvin has the means to jettison everything and maneuver out of danger."

'Harmless' Weather

Mr. Bowen said that when the expedition crew hears weather reports from ashore that say, "'...a North Atlantic storm has moved harmlessly out to sea,' we would happily change places with those weather people."

In a question period following his program, Mr. Bowen elaborated on some details regarding the probable reaction of the vessel to the impounding water.

"When the Titanic began to sink, her interior imploded. She had expansion sections like bridges, but these apparently broke apart just below the surface as the big ship began to 'corkscrew' downward. Her 'water-tight' compartments were not sealed from bottom to top. When the first compartment began to take in sea water, it just spilled over at the top from one section to the next."

He then discussed the deep-sea vehicles in more detail:

"Our underwater cameras can take 10,000 photos each day with films rated at ASA 400. In 1985, our Argo vehicle was equipped with infra-red cameras having an effective film speed of ASA 200,000. "Alvin has been around nearly 22 years, during which she has made about 2,000 research dives. She is air-conditioned, but when we begin a dive, we start at 110 degrees, Fahrenheit. She has eight complete camera systems.

"We made only one dive to the stern section of Titanic. It's separated from the bow by about six football fields. The debris field back there makes it too dangerous and there is a south-southeast current along the bottom which averages about a half-knot.

"We consider the Titanic area a gravesite where things like leather shoes have lasted and some champagne bottles still have their corks. It's an eerie place and we were not grave-robbers. It would cost an infinite amount of money to raise any part of her. The most valuable part of her is the bow section that's buried deep in the mud. The North Atlantic weather and the Labrador current would have to be contended with. If someone wants to tackle the job, that's fine, but we're not giving out information as to where she is!"

(An expedition sponsored by the French government explored the Titanic again in 1987. The National Geographic magazine, in its December, 1986 issue, reported the Woods Hole expedition to the lost Titanic. A 60-minute video record of the expedition was broadcast and is available from DIVERSIONS, One Hart Street, Avenel, NJ 07001. --Ed.)

THE HEBREW TELEGRAPH CODE by D. K. DeNeuf, WAISPM

The State of Israel was created in 1948 at which time the inland telegraph system consisted only of Morse circuits between offices in Jerusalem, Haifa, and Tel-Aviv. Before the outbreak of the 1948 hostilities the international telegraph facilities comprised a submarine telegraph cable between Haifa and Cyprus, extended via Alexandria by relay to other cable networks, and a duplex channel between Jerusalem and Cairo, thence via radio to London. Following reconstruction after the Declaration of Independence in 1948, the quantity and type of facilities grew to have world-wide connections.

The Hebrew telegraph code is rarely shown in code history reviews. It comes to light in a most comprehensive manual of codes and keyboards of the world together with an interesting treatise on cryptology published by Joerg Klingenfuss DL5WL (Hagenloherstrasse 14, D-7400 Tuebingen).

Hebrew had been a dead language for some 2300 years before it was revived by the Jews as their common language. There is no other case in history where a dead language has been resurrected.

The code, listed below, is noteworthy in that the telegraph character may appear more than once alongside the Hebrew letter when diacritical marks are involved (as with Kaph and Khaph). Apparently this poses no problem for Hebraist telegraphers.

The telegraph code for all practical purposes has gone into disuse with the advent of teleprinters which accommodate Hebrew characters.

א Aleph	.-	מ Mem	--
ב Beth	נ Nun	..
ב Veth	ס Samekh	..-.
ג Gimel	--.	ע Ayin
ד Daleth	..-	פ Peh
ה Heh	---	ף Feh
ו Vav	.	צ Tsadi	..-
ז Zayin	--..	ק Koph	--.-
ח Kheth	ך Resh	..-
ט Teth	..-	ש Sin	...
י Yod	..	ש Shin	...
ך Kaph	..-	ת Tav	-
ך Khaph	..-	ת Thav	-
ל Lamedh	..-		

SOWP MEMBER, 75
WINS GOLD MEDAL



Freeport, NY -

Michael J. Orofino, 1382-P, W2KO, Tae Kwon Do Brown Belt, won the Gold Medal at the 8th Annual Governor's Cup Championship Tournament at SUNY, Old Westbury, N.Y., November 7th, 1987. Three thousand attendees watched 450 tourney participants over a 12 hour period.

Tae Kwon Do, founded in Korea in 37 BC, is the oldest martial art. It is recognized by the Olympics for the 1988 competition. Mr. Orofino's instructor, Mr. Yeon Hwan Park, is an 8th degree Black Belt and coach for the 1988 U.S. Olympic team going to Korea.

According to the Baldwin, N.Y., CITIZEN, "Mr. Orofino has been doing body building exercises most of his life... He stresses Tae Kwon Do as a type of exercise for all age groups."



"Rumors of My Death Have Been Greatly Exaggerated"—Mark Twain

Your SOWP Editors recently received the following note from a member in Ohio:

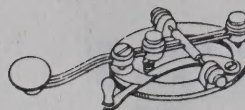
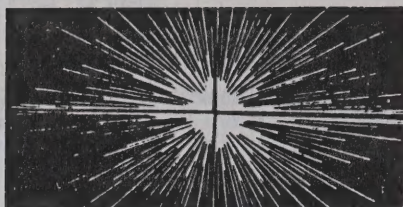
"...I can't think of that Mark Twain saying that said something like, 'The reports of my death are somewhat premature.' In the December, 1987 SOWP NEWSLETTER I find that I am listed as a Silent Key. I must tell you that I am very much alive, well and kicking.

"I hope you don't know something that I haven't found out yet, but I'm still pounding away at the typewriter, still Emergency Coordinator for District 10 in Ohio, still Editor of the TSRAC BNT (circulation 1,000 and growing), and active President of the Triple States Radio Amateur Club. I wonder if it could have been some other 'AN'?"

"A retraction or a correction will be most appreciated by the living, breathing, still operating CW man with the herewith signature,

-73, /s/ Ralph A. McDonough, K8AN"

Editor's Note: We had a landline QSO with Ralph, and assured him we are very happy he is still with us! And, we do regret our error. Apparently, we misread another Silent Key report. Sincere apologies, Ralph!



Silent Keys

IT IS WITH DEEP REGRET THAT WE REPORT THE PASSING OF THE FOLLOWING SOWP MEMBERS

2709-V	Ralph K. Reichenbach	W9HGK	Deerfield, IL	FS: 1943 - Presque, ME/WYWS
TA-188	Ronald J. Hesler	VE1SH	New Brunswick	FS: 1943 - Capt. Canadian Army
2352-P	Joseph Rocchietti	W4OXF	Hermitage, TN	FS: 1938 - Scott Field/WYF
1613-P	Jerome A. Bodner	W4MVU	Deerfield Bch, FL	FS: 1935 - SS Edward Peirce/KMOU
3366-V	Thomas J. Ryan	W2NKD	Scotch Plains, NJ	FS: 1945 - USAT West Texas/KUMX
1137-SGP	Roy N. Scribner	W1UT	North Sutton, NH	FS: 1916-SS South Haven/WDI
248-SGP	Thomas F. Clark	NA	Astoria, OR	FS: 1920 - USAT Newport News
1694-P	Louis Langos	W7KUQ	Portland, OR	FS: 1927 - SS Rose City/WWR
422SSGP	Benjamin B. Jackson	W6JF	Dana Point, CA	FS: 1914 - SS El Rio/KKZ
1552-P	Alison A. Cumming	VE3UC	Orangeville, ONT	FS: 1930 - SS Prince Albert/VGBZ
2020-V	Eben C. File	W8DXJ	Grayling, MI	FS: 1942 - Hollandia, New Guinea
720-P	Eugene V. Holzenberg	K7PQ	Lincoln City, OR	FS: 1927 - USS Shirk/NUJV
1951-P	Edward T. Turner	W6NVO	San Mateo, CA	FS: 1929 - SS Tilamook/WBDU
3208-V	Richard R. Laskelle	NA	Santa Rosa, CA	FS: 1947 Wake Island/KEAD
TA-14	Timothy J. Christen	NA	San Francisco, CA	-Avid interest in Antique Radio
958-SGP	Gilbert G. Thommen	K6VZ	Vista, CA	FS: 1925 - SS Admiral Fiske/WGS
1208-P	Merle L. Ballou	KA3LNC	Keene, NH	FS: 1927 - USS Redwing/NIKG
4736-SGP	Philip K. Baldwin	W1ZW	Northfield, VT	FS: 1919 - USS N-1, New London, CT

Please help by sending "Silent Key" information to Paul N. Dane, 146 Coleen Street, Livermore, CA 94550 Tel: 415/447-6355



Q T C

S.O.W.P. NEWSLETTER

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